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Message Text

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ORIGIN EB-08

INFO OCT-01 ARA-10 EUR-12 ISO-00 SIG-01 CAB-02 CIAE-00
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----------113033 211038Z /10
R 202257Z DEC 77
FM SECSTATE WASHDC
TO ALL AMERICAN REPUBLIC DIPLOMATIC POSTS
INFO AMEMBASSY BUENOS AIRES
AMCONSUL MONTREAL
AMEMBASSY TEGUCIGALPA
XMT AMEMBASSY GEORGETOWN

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E.O. 11652: N/A

TAGS: EAIR, ICAO

SUBJECT: U.S. TRSB MICROWAVE LANDING SYSTEM AND
ICAO ALL-WEATHER OPERATIONS DIVISIONAL MEETING, MONTREAL,
APRIL 4-21, 1978

REF: STATE 254052

1. AS MISSIONS ARE AWARE FROM REFTEL, THE U.S. IS
PARTICIPATING ACTIVELY IN INTERNATIONAL CIVIL AVIATION
ORGANIZATION (ICAO) PROGRAM TO SELECT NEW NON-VISUAL
LANDING APPROACH AND GUIDANCE SYSTEM AS INTERNATIONAL
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STANDARD FOR WORLDWIDE AVIATION USE. NEW SYSTEM NORMALLY
REFERRED TO AS MICROWAVE LANDING SYSTEM (MLS) WOULD
EVENTUALLY REPLACE INSTRUMENT LANDING SYSTEM (ILS).
AIM IS TO PROVIDE ADVANCED LANDING GUIDANCE SYSTEM
CAPABLE OF MEETING AVIATION COMMUNITY'S NEEDS FOR NEXT
25 YEARS.

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2. EXTENSIVE ICAO TECHNIQUE ASSESSMENT PROGRAM HAS BEEN IN PROGRESS OVER LAST SEVERAL YEARS. U.S., AFTER MAJOR RESEARCH AND DEVELOPMENT PROGRAM UNDERTAKEN BY FAA, SUBMITTED TIME REFERENCE SCANNING BEAM (TRSB) SYSTEM TO ICAO AS ITS CANDIDATE FOR INTERNATIONAL ADOPTION. U.K., FEDERAL REPUBLIC OF GERMANY AND AUSTRALIA HAVE ALSO PROPOSED TECHNIQUES, U.S. AND AUSTRALIAN PROPOSALS ARE TOTALLY COMPATIBLE. U.K. DOPPLER MLS IS THE MAIN COMPETITOR WITH U.S. TRSB AND WE UNDERSTAND U.K. WILL BE ACTIVE IN SEEKING WORLDWIDE SUPPORT FOR DOPPLER.

3. ICAO ALL WEATHER OPERATIONS PANEL (AWOP) OF EXPERTS CHARGED BY ICAO WITH TASK OF CONDUCTING ASSESSMENT, RECOMMENDED TRSB OVER OTHER CANDIDATE SYSTEMS IN MARCH 1977. U.S. TECHNIQUE SUBMISSION TO ICAO WAS RESULT OF EXHAUSTIVE, COSTLY EVALUATION OF SEVERAL TECHNIQUES IN U.S. FAA BELIEVES THAT TRSB SYSTEM HAS MANY ADVANTAGES OVER OTHERS PRINCIPALLY IN AREAS OF PERFORMANCE AND RELIABILITY. U.S. CANDIDATE SYSTEM CAN BE PRODUCED BY ANY OF SEVERAL U.S. MANUFACTURERS AND FOREIGN LICENSEES IMMEDIATELY AND LENDS ITSELF TO EASE OF MANUFACTURE BY ANY ELECTRONIC EQUIPMENT MANUFACTURER. ICAO REPORT OF AWOP VI SUBSTANTIATES THESE FINDINGS ALTHOUGH REPORT REFLECTS HOTLY CONTESTED OUTCOME.

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4. ICAO WILL CONVENE WORLDWIDE ALL WEATHER OPERATIONS (AWO) MEETING AT MONTREAL IN APRIL 1978. USG WANTS TO ENSURE THAT GOVERNMENTS ATTENDING THIS MEETING ARE KNOWLEDGEABLE AS TO WHAT MLS AND ITS BENEFITS ARE AND ARE FAMILIAR WITH U.S. TRSB TECHNIQUE, SO THAT HOPEFULLY THEY WILL BE PREPARED TO SUPPORT U.S. SYSTEM. UNLESS OBJECTION PERCEIVED, ADDRESSEE MISSIONS ARE REQUESTED MAKE APPROPRIATE EFFORTS ACQUAINT HOST GOVERNMENT CIVIL AVIATION AUTHORITIES WITH U.S. MLS PROGRAM. INFORMATION BEING AIR POUCHED MISSIONS PROVIDES DESCRIPTIONS OF U.S. MLS TECHNIQUE AND U.S. PROGRAM FOR USE IN APPROACHES. IN VIEW APRIL TIMING OF ICAO MEETING, POSTS REQUESTED TO APPROACH APPROPRIATE HOST GOVERNMENT OFFICIALS ON THIS SUBJECT AS EARLY AS POSSIBLE SINCE COMPETITIVE ATMOSPHERE PREVAILS WITH OTHER SYSTEM PROPOSERS, PARTICU-LARLY THE U.K.

5. FOLLOWING IS LIST OF QUESTIONS AND SUGGESTED ANSWERS WHICH POSTS MAY DRAW ON IF ASKED:

(A) WHAT IS THE U.S. POSITION ON EXTENSION OF THE ILS PROTECTION DATE (I.E. THE DATE UNTIL WHICH ICAO WILL

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CONTINUE TO RECOGNIZE ILS AS AN INTERNATIONAL STANDARD)?

THE U.S. RECOGNIZES THE CONTINUED NEED FOR ILS FOR MANY YEARS AND THE FACT THAT IT IS NOW PROVIDING USEFUL SAFE SERVICE. IT IS BELIEVED THAT MANY ICAO MEMBER STATES AGREE WITH THIS VIEW. THEREFORE, THE U.S. IS PLANNING TO PROTECT THE ILS AND WILL SUPPORT ITS CONTINUED USE. WE ANTICIPATE A NEW ILS PROTECTION DATE INTO THE 1990'S.

(B) WHAT IS THE CONTROVERSY ON THE U.S. SIMULATION OF DOPPLER PERFORMANCE AT THE BRUSSELS AIRPORT?

BRUSSELS AIRPORT WAS USED TO DEVELOP A GENERAL AIRPORT CONFIGURATION SCENARIO CONSIDERED BY THE ICAO ALL
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WEATHER OPERATIONS PANEL DURING ITS ASSESSMENT. THE COMPUTER SIMULATION STUDY UNDERTAKEN FOR THE U.S. BY LINCOLN LABS INDICATED THAT CERTAIN BUILDING ORIENTATIONS ON AIRPORTS CAN GENERATE DOPPLER MLS REFERENCE SCALLOPING AND RESULT IN AZIMUTH ERRORS. THE OFFICIAL BRUSSELS AIRPORT CHARTS USED TO DEVELOP THE SIMULATION INDICATED A BUILDING THAT SUBSEQUENTLY WAS SHOWN NOT TO EXIST. THE U.K. THEN DENOUNCED THE ACCURACY AND RELIABILITY OF THE SIMULATION. NEVERTHELESS THE PRINCIPLE REMAINS, UNDER CERTAIN AIRPORT CONFIGURATIONS THE POSSIBILITY OF AZIMUTH ERROR PROBLEM WITH THE DOPPLER MLS EXISTS.

(C). WHAT IS U.S. POSITION ON SIDE BY SIDE TESTING OF U.K. AND U.S. SYSTEMS?

THE FAA HAS EXPRESSED A WILLINGNESS TO CONDUCT COMPARATIVE TESTS OF THE U.S. AND U.K. SYSTEMS, HOWEVER THEY CAN BE ARRANGED AND PROVIDED THEY DO NOT DELAY THE ICAO SELECTION PROCESS.

(D) WHAT ARE THE RELATIVE COSTS OF THE U.K. AND U.S. SYSTEMS?

THE ICAO AWOP VI REPORT CONTAINS CONCLUSIONS ON THE RELATIVE COST OF TRSB EQUIPMENT VERSUS DOPPLER EQUIPMENT. FINDINGS WERE FAVORABLE TO TRSB; HOWEVER, THE SUBJECT IS COMPLEX AND MISSIONS SHOULD REFER INTERESTED PERSONS TO AWOP VI REPORT OR REFER QUESTIONS BACK TO DEPARTMENT.

6. MISSIONS SHOULD:

(1.) SEEK SUPPORT OF HOST GOVERNMENTS FOR U.S. SYSTEM ADVISING THEM THAT
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A) U.S. SYSTEM HAS ADVANTAGE OVER OTHER SYSTEMS IN PERFORMANCE AND IMPLEMENTABILITY;

B) U.S. SYSTEM HAS BEEN TESTED EXTENSIVELY UNDER ACTUAL OPERATING CONDITIONS WITH HIGHLY SUCCESSFUL RESULTS;

C) TRSB CAN MEET THE NEEDS OF LOW DENSITY AS WELL AS HIGH DENSITY AIRPORTS.

(2.) ENCOURAGE THOSE OFFICIALS FAVORABLY DISPOSED TO U.S./AUSTRALIAN SYSTEM TO BE PRESENT TO VOTE AT MONTREAL MEETING.

(3.) ADVISE DEPARTMENT SOONEST WHETHER HOST GOVERNMENTS WILL BE REPRESENTED AT ICAO, AWO MEETING NEXT APRIL.

(4.) BE ALERT TO AND REPORT ON CONTINUING BASIS ANY U.K. ACTIVITY ON MLS ISSUE IN HOST COUNTRIES. VANCE

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Message Attributes

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Disposition Approved on Date:
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